

Quick Summary: This section addresses the steps for the Town to take in order to implement the recommendations contained in the Plan. It includes a schedule for projects, recommended partnerships and potential funding sources.

Section 9. Implementation

9.1. Introduction

The preceding sections have outlined project, program, and policy recommendations that will help to create Hertford as a more pedestrian-friendly community. Section 9 provides a recommended implementation plan to help Hertford move forward with putting the Plan's recommendations into action. To be useful, an implementation plan must identify potential funding sources, provide a general timeline for when the Town should begin to enact recommendations, and also potential partners that to which the Town should reach out for help. The following section contains all these items, and detailed "next steps" for actions immediately after the Plan has been adopted.

9.2. Funding

Pedestrian facilities are constructed – and therefore funded – through a number of avenues. Funding can be divided into four categories: local, state, national, and private funding. The following paragraphs describe some of the more prominent sources in each category. Hertford should tap into all of these sources, and search for others as well, in order to take advantage of the funds available.

9.2.1. Local Funding

Currently, Hertford does not have an annual budget line item specifically for pedestrian improvements; however, in the past pedestrian facilities have been constructed as an ancillary to another project – such as curb ramps at Church Street and Market Street as part of a signalization upgrade. In the future, Hertford may wish to consider creating a specific annual budget item to set aside funds for improving pedestrian facilities. A specific budget item is the most direct way to ensure that funding for pedestrian facilities is available, but sometimes a town's budget may be too limited to finance this. Another way for pedestrian facilities to be built is to ensure that they are constructed with any new town projects or improvements, such as parks and recreation facilities, libraries, schools, and new roads. In addition, future private development should be reviewed for adequate pedestrian access and connections. As discussed in the policy recommendations of *Section 7: Programs and Policy Recommendations*, this may mean the Town should require developers to install sidewalk with new construction. The Town should also consider teaming with other organizations that may have their own projects in Hertford, such as the Albemarle Commission (Council of Governments), the Hertford Main Street Program, Historic Downtown Hertford Program, the Visitor's Bureau, and the Chamber of Commerce.

9.2.2. State and National Funding

Hertford should also consider reaching out to state and national funding sources for assistance in constructing pedestrian facilities. State and national funding are a combined category because many of the state entities administer national funds. The North Carolina Department of Transportation (NCDOT) is the single largest source of funding available to Hertford for pedestrian facilities, with the following potential funding sources:

- ◆ State Transportation Improvement Program
 - Incidental Projects
 - Independent Projects
- ◆ Transportation Enhancement Program
- ◆ Spot Improvement Program
- ◆ Small Urban Funds
- ◆ Hazard Elimination Program
- ◆ Governor's Highway Safety Program
- ◆ Statewide Discretionary Funds

NCDOT also administers the Safe Routes to School Program, which is federally funded. The following paragraphs provide a more thorough description of each of the various funding sources.

- ◆ **State Transportation Improvement Program (STIP)** – This program is the overall funding source for study, design, and construction of major transportation projects, including pedestrian facilities, in the state. Frequently, projects funded by the STIP are also partly funded by other sources, including matching funds from local municipalities. Pedestrian facilities are eligible for funding from this program as independent projects, such as greenways or multi-use paths which are separate from a roadway construction, widening, or some other sort of roadway work. However, one of the most cost-effective and efficient ways to gain funding for pedestrian facility construction is to incorporate them as incidental to a larger project. Overall, most pedestrian accommodations within the state are made as incidental improvements. For more information on the TIP process, see:

www.ncdot.org/transit/bicycle/funding/funding_TIP.html.

For NCDOT's Pedestrian Policy Guidelines, please see:

www.ncdot.org/transit/bicycle/laws/laws_pedpolicy.html.

For NCDOT's Greenway Policy, please see the following link at the Division of Bicycle and Pedestrian Transportation's website:

www.ncdot.org/transit/bicycle/laws/laws_greenways_admin.html.

- ◆ **Transportation Enhancement Program** - Transportation enhancements are transportation-related activities that are designed to strengthen the cultural, aesthetic, and

environmental aspects of transportation systems. The transportation enhancements program provides for the implementation of non-roadway capacity improvement projects, including bicycle and pedestrian facilities; landscaping; and aesthetic improvements. Various forms of pedestrian facilities, such as sidewalks, separate walking paths and trails, and pedestrian safety training and related materials are eligible for funding.

- ◆ **Spot Improvement Program** - The NCDOT Bicycle and Pedestrian Transportation Division budgets \$500,000/year for “spot” safety improvements throughout the State. These improvements include items such as signing, grate replacement, bike rack installations, hazard remediation at skewed railroad crossings, and other small-scale improvements. The Spot Improvement Program is used only for bicycle and pedestrian projects; however, it should not be viewed as a priority source for funding identified projects. It is typically used for small-scale and special-situation projects that are not of a significantly large enough scale to merit being a TIP project. Taking these requirements into consideration, proposals for projects should be submitted directly to the Bicycle & Pedestrian Transportation Division.
- ◆ **Small Urban Funds** – Small Urban Funds are available for small improvement projects in urban areas. Each NCDOT Highway Division has \$2 million of small urban funds available annually. Although not commonly used for bicycle facilities, local requests for small bicycle projects can be directed to the NCDOT Highway Division office for funding through this source. A written request should be submitted to the Division Engineer providing technical information such as location, improvements being requested, timing, etc. for thorough review.
- ◆ **Hazard Elimination Program** – This program focuses on projects intended for locations that should have a documented history of previous crashes. Bicycle and pedestrian projects are eligible for this program, although the funds are not usually used for this purpose. This program is administered through the NCDOT Division of Highways. Similar to the Small Urban Funds, it is a significantly limited funding source.
- ◆ **Powell Bill Funds** – Powell Bill Funds can be used for streets which are not state-maintained. Sidewalk and bikeway construction are eligible activities as well. For more information, see www.ncdot.org/financial/fiscal/ExtAuditBranch/Powell_Bill/powellbill.html.
- ◆ **Governor’s Highway Safety Program (GHSP)** – This program provides funding for projects which show that they will make substantial progress in reducing crashes, injuries and fatalities at a specific location. All funding is considered to be “seed money” to get programs started – the grantee is expected to provide a portion of the project costs and to

continue the program after GHSP funding ends. Projects are only approved for one full or partial federal fiscal year at a time; however, projects may be funded for up to three consecutive years. Amounts of GHSP funds vary from year to year, according to the specific amounts requested.

- ♦ **Statewide Discretionary Funding** - The Statewide Discretionary Fund consists of \$10 million and is administered by the Secretary of the Department of Transportation. This fund can be used on any project at any location within the state. Primary, urban, secondary, industrial access, and spot safety projects are eligible for this funding. To request funding, an agency must submit a written request to the NCDOT Highway Division office with a clear description of project and project justification.
- ♦ **Sidewalk Program** – Each year, a total of \$1.4 million in STP-Enhancement funding is set aside for sidewalk construction, maintenance and repair. Each of the 14 highway divisions across the state receives \$100,000 annually for this purpose. Funding decisions are made by the district engineer. Prospective applicants are encouraged to contact their district engineer for information on how to apply for funding. A listing of divisions and district engineers is available at: https://apps.dot.state.nc.us/srmu/directory/PDF_Report/ReportEngListing.aspx
- ♦ **Safe Routes to School Program** – The federal Safe Routes to School Program is intended to create and promote safe walking and cycling in order to improve safety near schools, promote active lifestyles, and reduce pollution and congestion caused by school traffic. In North Carolina, NCDOT, in conjunction with the Federal Highway Administration, has established the North Carolina Safe Routes to School program. The North Carolina Safe Routes to School program provides opportunities for schools to apply for funding for both programs and capital improvements projects to encourage walking and cycling to school. For more information about the Safe Routes to School Program, please see the North Carolina Safe Routes to School's webpage at: www.ncdot.org/programs/saferoutes.
- ♦ **Community Development Block Grants (CDBG)** – CDBG funding is intended to help communities provide housing, create suitable living environments, and expand economic opportunities primarily in low- and medium-income areas. Hertford could use these grant funds for recreation facilities and planning. It should be noted that CDBG Funds are highly competitive and the requirements are extensive. For more information, please see: www.hud.gov/offices/cpd/communitydevelopment/programs

9.2.3. Private Funding

Hertford can consider a variety of private funding sources. Contrary to NCDOT and federal funding, most private funding sources offer limited grants which are aimed at establishing programs and conducting projects on a smaller scale to encourage more walking. Many of the funding sources, such as the Blue Cross Blue Shield Fit Together Grants and the Robert Wood Johnson Foundation Active Living By Design Awards, relate more to encouraging healthy lifestyles, which can be fostered through a more pedestrian-friendly town. The following paragraphs provide descriptions of the some of the private funding sources that Hertford can consider.

- ♦ **Blue Cross Blue Shield Fit Together Grants** – The FitCommunity Program is one of the programs established by the Fit Together partnership of Blue Cross Blue Shield and the NC Health and Wellness Trust Fund. The Fit Together partnership was created to promote physical activity and healthy eating in an effort to combat the recent dramatic increase of obesity in North Carolina. The FitCommunity Program is a designation and grant program to recognize and reward municipality and county efforts to promote physical activity, healthy eating and tobacco-free programs, policies, environments and lifestyles. A municipality or county is eligible for grant money once it has received a FitCommunity designation. Potential grant money could be used for starting a Safe Routes to School program, Walk-to-Work week, or another community event to promote walking.

9.3. Recognition Programs

The following are two examples of some of the recognition programs that are available to Hertford. Similar to funding sources, recognition programs can be both public and private entities. Although recognition programs may not include funding, through highlighting award recipients they provide free marketing which will make the town more attractive to visitors, businesses, and future residents.

- ♦ **Robert Wood Johnson Foundation Active Living By Design Awards** - Active Living by Design is a national program of the Robert Wood Johnson Foundation and is administered by the UNC School of Public Health. The program establishes innovative approaches to increase physical activity through community design, public policies and communications strategies. Active Living by Design is funding 25 community partnerships across the country to demonstrate how changing community design will impact physical activity. Although funding is currently not available for additional communities, the Town of Hertford should continue to monitor Active Living by Design as a potential funding source should the Town chose to make a commitment to healthy living. For more information, please see: www.activelivingbydesign.org/.

9.4. Implementation

A useful implementation plan is one that identifies a timeframe for when projects should be begun and what partners the Town should consider working with to move a project forward. In general, the Town should consider working with a wide range of partners – from Perquimans County Departments to civic organizations such as the Perquimans County Trailblazers. Table 9-1, Table 9-2, and Table 9-3 present a potential schedule for the project, program, and policy recommendations in this plan and potential partners the town should consider. The table should be used by the Town as a flexible framework for implementing the recommendations in the Plan – recognizing that it is important to capitalize on unexpected opportunities while also pursuing long term goals.

Table 9-1. Short Term Actions (0 - 5 years)

Projects			
Reference Number	Description	Responsibility	Potential Partners
1	Pedestrian Crossing Improvements at Intersection of US 17 and Church Street/Harvey Point Road	Hertford Planning and Public Works Depts.	NCDOT, Chamber of Commerce/Visitor's Bureau, Historic Hertford
3	Sidewalk on the west side of Harvey Point Road from the intersection of US 17 to the access road for the Perquimans Recreation Center	Hertford Planning and Public Works Depts.	Chamber of Commerce/Visitor's Bureau, NCDOT, Developers
9	Sidewalk on the west side of Edenton Street Road from the intersection with Ballahack Road to the Perquimans High School	Hertford Planning and Public Works Depts.	NCDOT, Perquimans County Schools, Developers
10	Sidewalk on the east side of Edenton Street Road from the intersection with Ballahack Road to the Perquimans High School	Hertford Planning and Public Works Depts.	NCDOT, Perquimans County Schools, Developers
11	Sidewalk on the north side of Wynne Fork Road from the intersection with Edenton Street Road to US 17	Hertford Planning and Public Works Depts.	NCDOT, Developers
12	Improvements at the intersection of US 17 and Wynne Fork Road to accommodate pedestrians safely	Hertford Planning and Public Works Depts.	NCDOT
13	Sidewalk on both sides of Wynne Fork Road from existing residential development to the intersection with US 17	Hertford Planning and Public Works Depts.	NCDOT, Developers

Table 9-1 continued

Projects			
Reference Number	Description	Responsibility	Potential Partners
14	Sidewalk to Missing Mill Park along Church Street from end of existing sidewalk to park entrance	Hertford Planning and Public Works Depts.	Historic Hertford, Chamber of Commerce/Visitor's Bureau, Hertford Parks Facilities
15	Provide pedestrian crossing between Missing Mill Park and Tennis Courts	Hertford Planning and Public Works Depts.	Historic Hertford, Chamber of Commerce/Visitor's Bureau, Hertford Parks Facilities, Hertford Seniors' Center
18	Sidewalk on east side of Church Street from existing sidewalk to the pier	Hertford Planning and Public Works Depts.	Hertford Parks Facilities
Programs			
Description		Responsibility	Potential Partners
Self-guided Walking Tour		Hertford Planning Dept.	Chamber of Commerce/Visitor's Bureau, Historic Hertford, Main Street Program
Safe Routes to School Program		Hertford Planning Dept.	Perquimans County Schools, Hertford Grammar School, PTA, Albemarle COG, NCDOT
Annual 5K		Hertford Trailblazers	Historic Hertford, Chamber of Commerce/Visitor's Bureau
Policies			
Description		Responsibility	Potential Partners
Require new development to construct sidewalk and connect to existing sidewalk.		Hertford Planning Dept. – will require Town Council approval	NCDOT and Developers
Require all new signals to include pedestrian signal heads and crosswalks.		Hertford Planning and Public Works Depts. – will require Town Council approval	NCDOT and developers
Implement policies that will assure safe pedestrian access through parking lots		Hertford Planning Dept. – will require Town Council approval	Developers, Historic Hertford, Chamber of Commerce/Visitor's Bureau

Table 9-2. Mid-Term Actions (6 – 10 years)

Projects			
Reference Number	Description	Responsibility	Potential Partners
2	Sidewalk on the east side of Church Street from existing sidewalk to US 17	Hertford Planning and Public Works Depts.	Developers, Hertford Chamber of Commerce/Visitor's Bureau, NCDOT
8	Greenway linking Perquimans High School to Hertford Grammar School	Hertford Planning and Public Works Depts.	Hertford Parks Facilities, Hertford Chamber of Commerce/Visitor's Bureau, Perquimans County Parks and Recreation
17	Sidewalk on the north side of Church Street from existing sidewalk to Missing Mill Park entrance	Hertford Planning and Public Works Depts.	Historic Hertford, Chamber of Commerce/Visitor's Bureau, Hertford Seniors' Center
21	Sidewalk from residential neighborhoods along Grubb Street to connect to Missing Mill Park (Nates Drive to existing sidewalk)	Hertford Planning and Public Works Depts.	Historic Hertford, Chamber of Commerce/Visitor's Bureau, Hertford Seniors' Center
22	Sidewalk on north side of Market Street from the intersection with Grubb Street to the Hertford Grammar School	Hertford Planning and Public Works Depts.	Historic Hertford, Chamber of Commerce/Visitor's Bureau
Programs			
Description	Responsibility	Potential Partners	
Walking/Running Trail with Mile Markers and Exercise Stations	Hertford Planning and Public Works Depts.	Perquimans Trailblazers, Perquimans County Parks and Recreation	
Connections to the Blueway	Hertford Planning and Public Works Depts.	Perquimans Trailblazers, Perquimans County Parks and Recreation, Historic Hertford, Main Street Program	
Police Education	Hertford Police Department	Hertford Police, NCDOT	
Pedestrian Counts on Major Thoroughfares	Hertford Planning and Public Works Depts.	NCDOT, Albemarle Commission	

Table 9-2 continued

Policies		
Description	Responsibility	Potential Partners
Require new development to set aside land for greenways	Hertford Planning and Public Works Depts. – will require City Council approval	Developers, Perquimans Trailblazers
Implement policies that encourage mixed-use and other pedestrian-friendly developments	Hertford Planning Dept. – will require Town Council approval	Developers, Hertford Main Street Program, Chamber of Commerce/Visitor's Bureau

Table 9-3. Long-Term Actions (10 or more years)

Projects			
Reference Number	Description	Responsibility	Potential Partners
4	Sidewalk on the south side of the access road to the Perquimans Recreation Center	Hertford Planning and Public Works Depts.	Perquimans County Parks and Recreation
5	Sidewalk on the east side of Harvey Point Road from the intersection of US 17 to the access road for the Perquimans Recreation Center	Hertford Planning and Public Works Depts.	Perquimans County Parks and Recreation, NCDOT
6	Boardwalk along the Perquimans riverfront from Downtown to the Recreation Center	Hertford Planning and Public Works Depts.	Perquimans Trailblazers, Perquimans County Parks and Recreation, Hertford Parks Facilities, NCDOT
7	Greenway along "wetland" behind High School into town (Jenny's Gut area/cemetery)	Hertford Planning and Public Works Depts.	Perquimans Trailblazers, Perquimans County Parks and Recreation, Perquimans County Schools
16	Greenway/boardwalk along riverfront from Missing Mill Park to Town Municipal Building/Boat Ramp	Hertford Planning and Public Works Depts.	Perquimans Trailblazers, Perquimans County Parks and Recreation
19	Sidewalk along west side of S-bridge and Causeway/US 17	Hertford Planning and Public Works Depts.	NCDOT
20	Boardwalk adjacent to S-bridge and Causeway/US 17	Hertford Planning and Public Works Depts.	Perquimans Trailblazers, Perquimans County Parks and Recreation, NCDOT

Table 9-3 continued

Projects			
Reference Number	Description	Responsibility	Potential Partners
23	Sidewalk on both sides of Dobbs St. from Church Street to Covent Garden Street.	Hertford Planning and Public Works Depts.	Historic Hertford, Chamber of Commerce/Visitor's Bureau
Programs			
Description		Responsibility	Potential Partners
Sidewalk Construction Program		Hertford Planning and Public Works Depts.	NCDOT, Developers
Sidewalk Maintenance Program		Hertford Planning and Public Works Depts.	NCDOT, Developers
Intersection Improvement Program		Hertford Planning and Public Works Depts.	NCDOT, Developers
Policies			
Description		Responsibility	Potential Partners
Implement connectivity requirements.		Hertford Planning Dept. – will require Town Council approval	Developers, Chamber of Commerce/Visitor's Bureau

9.5. Summary

Using this implementation plan as a guide and the recommendations contained in this Plan, the Town of Hertford should be able to create a better, safer network of sidewalks, greenways, trails, paths, and crossings for pedestrians in the Town. The Town's next steps should begin to immediately address the short-term priority program, policy, and project recommendations. At the same time, the Town should also start to lay the groundwork for the longer term recommendations by mentioning them to potential partners and starting already to budget for projects in the future. Most importantly, the Town should continue its efforts to raise awareness about the importance of making a community more walkable in order to continue to cultivate support for more pedestrian improvements and programs. Residents, visitors, and local leaders should be familiar with the economic, health, and environmental benefits of a community in which there is less dependence on autos and more reliance on foot travel as not only a form of recreation, but also as a form of transportation.

Already, Hertford has some of the elements necessary to be a more walkable community. With careful planning, deliberate steps, and dedication, Hertford can become an even more pedestrian-friendly community.